

Background for “Day of Africa”

Challenges to Be Addressed

- The future growth of aviation strongly supports the realization of the **African Union (AU) Agenda 2063** by promoting inclusive growth and sustainable development and accelerating the integration in the African economies. The increased air connectivity feeds into aviation re-investment, creating a dynamic and healthy cycle of complementary national aviation and economic development with world-class infrastructure.
- Despite the potential of growth, it remains difficult for States and aviation stakeholders in Africa to access funds and/or ensure financing for the modernization and expansion of their infrastructure (such as airports, runways, telecommunication equipment, air cargo warehouse, meteorology facilities etc.). There is also no financing arrangement to implement the **Aviation System Block Upgrades (ASBU)**, of the Global Air Navigation Plan (GANP).
- The first and most obvious condition to realize aviation’s benefits is to improve compliance with ICAO’s global standards. Additionally, removing operational and/or national impediments is of fundamental importance to ensuring aviation’s benefits and maximizing them for local economies and societies.
- The development of aviation infrastructure and investment required for the aviation sector is not well covered by the **Programme for Infrastructural Development for Africa (PIDA)**, which determined that 24 airports on the African continent would be saturated by 2020. Of the over 50 projects under PIDA, civil aviation has not more than three projects related to liberalization of air transport, capacity building and development of airports and air navigation facilities.
- In various initiatives by the **New Partnership for Africa's Development (NEPAD)**, including **Move Africa** initiative, the development of aviation infrastructure is not included or given any priority.
- The **African Civil Aviation Policy (AFCAP)** endorsed by the AU Assembly of Heads of State and Government (Addis Ababa, Ethiopia, January 2012) cannot be fully implemented due to the lack of sustainable funding/financing for aviation infrastructure, training and capacity building, as well as regulatory oversight capabilities.
- The slow implementation of the **Yamoussoukro Declaration** creates regulatory impediments to investments into aviation and therefore results in lower connectivity and less competitiveness. Only 20 African States committed to implementing the Single African Air Transport Market (SAATM) established in the framework of the Yamoussoukro Decision.
- The 18th Ordinary Session of the Assembly of Heads of State and Government of the AU (Addis Ababa, Ethiopia, January 2012), adopted a decision to establish a **Continental Free Trade Area (CFTA)**. The objective of the CTA is, inter alia, to expand intra-African trade through better harmonization and coordination of trade liberalization and facilitation regimes.
- In Africa, skills shortages are posing a considerable short-term obstacle to growth, with a lack of adequately trained pilots, air traffic controllers, engineers, as well as tourism industry personnel. Africa needs more and better trained personnel to meet not only current requirements but also the needs for future growth and new technologies.

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